

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOE No.: **14163**
 MEPA Analyst: **Holly Johnson**
 Phone: 617-626-**1023**

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Massachusetts Turnpike Parcel 7 Air Rights, Kenmore/Fenway Area		
Street: Massachusetts Turnpike, Beacon Street, Brookline Avenue		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates: UTM (Zone 19) 327062, 4690516	Latitude: 42° 20'51.69" N	
	Longitude: 71° 5'58.53" W	
Estimated commencement date: Spring 2009	Estimated completion date: Fall 2011	
Approximate cost: \$450 Million	Status of project design: 10 % complete	
Proponent: Meredith Kenmore/Fenway Development Group, LLC		
Street: One Bridge Street, Suite 300		
Municipality: Newton	State: MA	Zip Code: 02458
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Corinne Snowdon		
Firm/Agency: Epsilon Associates, Inc.	Street: 3 Clock Tower Place, Suite 250	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: (978) 897-7100	Fax: (978) 897-0099	E-mail: csnowdon@epsilonassociates.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
 a Single EIR? (see 301 CMR 11.06(8)) Yes No
 a Special Review Procedure? (see 301CMR 11.09) Yes No
 a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): **The Massachusetts Turnpike Authority (MTA) will grant the development rights, meaning a long-term ground and air rights lease, for the 3.6-acre project site to the Proponent. This constitutes a "land transfer."**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify) * _____ No

The project is, however, also being reviewed by the Boston Redevelopment Authority (BRA) pursuant to a Memorandum of Understanding between the Massachusetts Turnpike Authority (MTA) and the City of Boston, acting by and through the BRA, dated June 1, 1997.

List Local or Federal Permits and Approvals: **Federal** - **United States Environmental Protection Agency** - NPDES General Permit for Discharge from Small Construction Activity (1</+5 acres); **Federal Aviation Administration** - FAA Height Restriction Notice (if construction or cranes will exceed 200 feet). **Local** - **Boston Air Pollution Control Commission** - Approval for parking spaces; **Boston Civic Design Commission** - Review and Approval; **Boston Redevelopment Authority** - 80B Large Project Review, 80C Planned Development Area Review; **Boston Transportation Department** - Transportation Access Plan Agreement, Construction Management Plan; **Boston Water and Sewer Commission** - Sewer Use Discharge Permit, Site Plan Approval, Construction Dewatering Permit, Sewer Extension/Connection Permit, Stormwater Connection; **City of Boston Committee on Licenses** - Parking Garage Permit, Fuel Storage License; **City of Boston Inspectional Services Department** - Building and Occupancy Permits; **Public Improvement Commission** - Street and Sidewalk Occupation Permits, Tieback/Earth Retention Permit, Specific Repair Plan, License for installation of groundwater monitoring wells; **Boston Zoning Commission** - Planned Development Area Approval, Zoning Code Amendment.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: MHC – Chapter 254 Review MBTA – Cooperation Agreement
Total site acreage ¹	3.63			
New acres of land altered		0		
Acres of impervious area ²	3.42	-0.15	3.27	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage ³	0	1,294,848	1,294,848	
Number of housing units ⁴	0	282	282	
Maximum height (in feet) ⁵	0	276	276	

- The site acreage reported includes the area of air rights and land owned by the MTA (3.63 acres).
- Impervious category includes the area of buildings, gravel parking lots, and paved areas.
- This amount includes all uses including mechanicals and parking. When GSF is calculated according to the Boston Zoning Code, which does not include the area of underground parking and mechanical space, it is reduced to 1,055,078 sf.
- The total number of residential units includes 254 on-site, market rate units and 28 on-site affordable units. Fourteen off-site affordable units are also included in the project.
- The tallest of the four buildings proposed is 276 feet to the top of occupied space, as defined by the Boston Zoning Code.

TRANSPORTATION			
Vehicle trips per day * Based upon ITE Land Use Code(s): ITE LUC 820, 220, 710	990	5,380	6,370
Parking spaces	240	1,120	1,360
WATER/WASTEWATER			
Gallons/day (GPD) of water use	0	104,463	104,463
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	0	86,833	86,833
Length of water/sewer mains (in miles)	N/A	N/A	N/A

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify: _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

Project Site and Description

The Massachusetts Turnpike Authority (“MTA”) Air Rights Parcel 7 Project (the “Project” or “Parcel 7”) is proposed for construction on the MTA’s Parcel 7, which comprises the area over Interstate 90 (the “Turnpike”) between the Beacon Street overpass to the west and the Brookline Avenue overpass to the east (a distance of approximately 600 feet) as well as an area on the east side of Beacon Street between the Turnpike and Maitland Street, which are currently surface parking lots. The total site area is approximately 3.63 acres (approximately 158,000 square feet). The site is within a block of Fenway Park, the Lansdowne Entertainment District, Kenmore Square and Audubon Circle. See Attachment 3.

The proposed Project is a “Smart Growth” transit oriented-development that will locate approximately 1.3 million square feet of housing, offices, retail, and parking directly adjacent to the Yawkey Commuter Rail Station and one block from the MBTA’s Kenmore Square and Fenway Green Line Stations. The Yawkey Commuter Rail Station and new public green-space will be surrounded by a shared-use public parking garage, retail shops, and four buildings with commercial and residential space. New pedestrian connections through the Project will tie together Audubon Circle and Boston University to Kenmore Square, Fenway Park, and the Lansdowne Entertainment District.

The proposed Project will include four major new buildings and two parking garages totaling approximately 1,295,000 square feet. The four buildings, which range in height from seven to 22 stories, will have retail uses on the street level and commercial and residential uses above. The approximately 101,000 square feet of retail space will likely include restaurants, a grocer, soft goods, cafes, a health club, as well as community space. The proposed shared-use parking garage over the Turnpike will be seven stories high, provide 780 parking spaces (700 public, 80 private), and will largely be hidden from view by existing and proposed buildings on Beacon Street and a proposed seven-story “wrapper building” on Brookline Avenue. A smaller underground parking garage, having approximately 580 spaces, is proposed adjacent to Maitland Street, below Buildings 1 and 2, to accommodate the proposed residential and commercial uses. The Project will include approximately 282 residential units, including 254 on-site market rate units, 28 affordable housing units, and an additional 14 affordable units off-site. All new buildings will be sustainably designed and LEED® Certifiable.

New vibrant public open space will be created throughout the Project site surrounding the proposed buildings and will be highlighted by a new central green space along Beacon Street, adjacent to Yawkey Station. New paving and landscaping will be installed on all surfaces surrounding the Project. Barrier free pedestrian access will be provided to the proposed buildings, Yawkey Station the new green space, and between Beacon Street and Brookline Avenue.

A key element of the Project will be its connection with the newly renovated Yawkey Station MBTA Commuter Rail Station, which is planned to be rehabilitated by the MBTA, to a full-time commuter rail station with extended platforms, improved pedestrian access, and other improvements. The rehabilitated station will have connections to the subway system via a proposed pedestrian connection to the Green Line Fenway Station and Kenmore Station, as well as with Longwood Medical and Academic Area (LMA) shuttle buses, and MBTA local bus routes and express routes into downtown, and shared-use parking. The new Yawkey Station will be integrated into the proposed Project design and will have direct access from the open green space and head houses on Brookline Avenue and Beacon Street and the new Yawkey Way Extension. The Proponent is working closely with the MBTA to ensure that the Yawkey Station improvements are able to be constructed simultaneously with the Project in an efficient and cost-effective manner.

New roadways are proposed in and around the Project site that will provide better access to Yawkey Station and better connect Kenmore Square, Fenway Park, and the Kenmore and Fenway MBTA Stations. New roadways will better connect Montfort Street with Maitland Street and Overland Street to reach Brookline Avenue. And there will be a new connection from Beacon and Maitland Streets directly to Yawkey Station, Brookline Avenue, and the Fenway Park/ Lansdowne Entertainment District.

While the Proponent intends to fund and construct the infrastructure improvements on the Project site, other proposed infrastructure improvements in the Project area, including improvements to Yawkey Station and new roadways on land other than the MTA's Parcel 7 have been funded and will be built by the Commonwealth. Funding for these improvements was included in a \$55-million Economic Stimulus Bill, passed by the Legislature in 2006, intended to improve mass transit and car and pedestrian access to the hospitals, colleges, and businesses in the area, including Fenway Park. Among the public transportation improvements included in the legislation were \$12 million to upgrade Yawkey Station and \$12.5 million for improved bus, shuttle and pedestrian access to Yawkey Station and the Fenway Green Line station, and for improved lighting, sidewalks, and improvements to local roads. The Proponent will work closely with the City and State to ensure that public improvements are able to be constructed simultaneously with the Project in an efficient and cost-effective manner.

Alternatives

Since January 2007 when the Proponent received Developer Designation for Parcel 7, the Proponent has met regularly with the BRA, the Boston Transportation Department ("BTD"), the MBTA, the MTA, interested parties, abutters, and the Citizen Advisory Committee (CAC) established for the Project. To date there have been three public CAC meetings, and numerous working sessions with the CAC and the BRA. Feedback from these meetings has positively influenced the design, including the massing and placement of the proposed buildings, and the program outlined in this ENF. These meetings will continue throughout the MEPA and City review processes.

Mitigation

The proposed Project will have numerous public realm benefits, environmental and transportation benefits, as well as economic benefits for the neighborhood, City, and the Commonwealth. Mitigation measures will focus on sustainability in design and construction and on transportation. The Project will be LEED certifiable as required by Article 37 of the Boston Zoning Code. LEED credits will be achieved by carefully reviewing and selecting sustainable site components including stormwater management, landscaping, exterior design and material selection, surface paving, and alternative transportation opportunities. The proposed Project will include a robust Transportation Demand Management (TDM) program to encourage use of "alternate modes" of transportation such as walking, bicycling and public transit. Potential TDM measures being considered are listed in the attached Transportation Study. The components of the TDM program will be formalized in the Transportation Access Plan Agreement to be executed with BTD.

A comprehensive description of all the Project's proposed mitigation measures will be included in the DEIR.